

COUNTRY	Germany (Soviet Zone)	REPORT NO.	
TOPIC	Werneuchen Airfield		25X1
EVALUATION	see below	PLACE OBTAINED	
DATE OF CONTENT	1 February to 28 May 1952		25X1
DATE OBTAINED		DATE PREPARED	18 June 1952
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	25X1
REMARKS	Paragraphs 14 and 15 supplement information		
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## SOURCE

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1. During the period from February to late May 1952, type 27 and 30 jet bombers exclusively were stationed at the Werneuchen airfield. Formation flying was being practiced on an increased scale. Between 2:30 and 4:30 p.m. on 20 May, two formations of 12 aircraft each were observed aloft several times. Night flying was rather intensive.
2. In the second half of May, source learned from a local baker that a total of 2,000 air force personnel were stationed at the field. The baker, furthermore, said that the officers' dependents returned to the U.S.S.R. with their furniture and luggage on 15 May 1952. (1) Lamps about 40 cm high had been installed 40 to 50 meters apart on both sides of the runway. The same lighting facilities were observed on the taxiway leading from the middle of the runway to the center of the hangar area. Five spotlights placed about 70 meters apart west of the runway were used for lighting the main approach lane. These spotlights were mounted about 1 meter above ground and had a diameter of about 50 cm. A powerful searchlight was installed at the eastern end of the runway; this searchlight was in operation until the landing plane touched ground. After landing, the planes would use their own landing lights for taxiing.
4. A connecting lane was being built from the runway to the southern taxiway in the eastern portion of the field. A northern taxiway was also under construction. Three cranes, 3 Diesel locomotives and a number of trucks used for hauling gravel and construction materials were observed in the western portion of the field. A pile of gravel about 200 meters long and 5 meters high was seen near the cranes.
5. A bomb dump covering an area 200 x 300 meters was established at the southwestern edge of Hirschfeld Heath, about 100 meters distance from the railroad line. (2) The installation was surrounded by a mesh-wire fence with watch towers in each of its corners. The towers were occupied by sentries armed with submachine guns. Lamps fitted on poles about 10 meters high and 30 meters apart lighted the installation at night. Six wooden sheds each about 30 x 10 x 4.5 meters were observed. Bombs 1 meter and 3 meters long respectively were being stored at the installation. The bombs had a diameter of 60 cm and only three of them were loaded on one truck.

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6. In the fuel depot at the northern edge of the installation, there were about 20 tanks which had not yet been dug in. The airfield was surrounded by a board fence 2 meters high. In the western portion of this fence there was a gap 200 meters wide at the extension of the runway. (3)

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7. At 8:30 p.m. on 6 May, night flying by jet bombers was started. The following flying activities were observed during the period from 7 through 24 May:

Date in May	Time of Observation	Aircraft Involved
7	until 5 p.m.	
8	from 7 a.m. to noon	
9	from 7 a.m. to 5 p.m.	
10	from 7 a.m. to 11 a.m.	
13	from 9:30 a.m. to 2 p.m.	
14	from 6 a.m. to 5 p.m.	
15	from 6 a.m. to 6 p.m.	type 27 planes Nos 3 and 32; type 30 planes Nos Y1 and Y2
16	from 6 a.m. to 6:45 p.m.	type 27 planes Nos 1, 17, 22 and 32; type 30 planes Nos Y1 and Y2
17	from 6 a.m. to 11 a.m.	type 27 planes Nos 4, 6, 12 and 32; type 30 planes Nos Y1 and Y2; one Mi-2 marked by white No 17
19	from 9 p.m. until	
20	6 p.m.	type 27 planes Nos 4, 6, 11 and 22; type 30 planes Nos Y1, Y2 and Y3
21	from 6 a.m. to 5 p.m.	type 27 planes Nos 1, 5, 22; type 30 planes Nos Y1, Y2, Y3
22	from 6 a.m. to 10 p.m.	
23	from 1 to 5 p.m.	
24	from 6 a.m. to 2 p.m.	type 27 plane Nos 3; type 30 planes Nos Y1, Y2 and Y3

(4)

8. On 20 May, a total of 40 type 27 and 30 jet bombers were observed; 26 of these planes were parked in front of the hangars their noses pointing toward the south.

9. At 5 p.m. on 4 May, source observed 10 boxcars on the spur track of the airfield near the runway. On 5 and 6 May, boxes 180 x 40 x 50 cm were being unloaded and hauled by truck [ ] toward the ammunition dump. (5) Truck [ ] hauled boxes 115 x 15 x 15 cm toward the barracks installation.

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10. Soviet soldiers wearing red-bordered black epaulets with artillery insignia arriving by scheduled passenger trains at the Wernauchen railroad station from the direction of Wriksen included:

Date in May	Time of Arrival	Personnel Involved
1	8 p.m.	1 officer and 40 EM
2	6 p.m.	7 officers and 9 EM

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Date in May	Time of Arrival	Personnel Involved
10	8 p.m.	1 officer and 13 EM
11	8 p.m.	15 EM
13	1 p.m.	1 officer and 15 EM
	2:45 p.m.	6 officers and 9 EM

The soldiers who arrived on 13 May left by truck B 7-08-90 toward the barracks installation. (6)

11. At 8 a.m. on 19 May, six Flabears each of them loaded with 2 x 37-mm AA guns arrived at the field. (7)

12. Railroad tank cars at the field included:

Date in May	Hour of Observation	Number of Cars Involved	Observed at
4	5 p.m.	1 empty	Wormeuthen railroad station
6	6 p.m.	43 loaded	fuel dump
9	6 p.m.	17 undetermined	railroad station fuel dump
14		1 "	between railroad station and fuel dump
23	4 p.m.	18 "	railroad station
24	6:50 p.m.	18 "	between fuel dump and railroad station (8)

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13. Tank trucks [redacted] were observed proceeding toward the barracks installation.

14. On 15 May, 36 jet bombers including four type 90 planes, in addition to a tail-engine plane fitted with radial engines were observed at the field.

15. By 16 May, 8,300 square meters of concrete surface had been laid on the northern tarmac. A pit 3.5 x 3 meters and about 1.6 meters deep with a slanting exit was observed in the northwestern corner of the installation near the spur track. Small excavations connected by communication trenches were seen on both sides of the pit, about 4 meters from its edge. One-man foxholes connected by communication trenches were being dug in the northeastern corner of the installation.

16. From noon to 6 p.m. on 19 May, jet bombers Y 1, Y 2, Y 3 and Y 4 practiced local flights. Night flying by four planes was observed from 8 p.m. to 5 a.m. Between 5:30 a.m. and 4 p.m. on 20 May, aircraft marked Y 1 and Y 3 and another unidentified plane practiced local flying. On 21 May, formation flying in groups of three was practiced. The individual flight formations were made up of aircraft, marked by numbers x - 3 - 5, Y - 26 - 28 and 16 - x - 1. The numbers of two planes could not be identified. (10) The aircraft marked Y1, Y2, Y3, Y4, Y5, Y6, Y7 and Y8 were also observed flying. Between 8 p.m. and 5 a.m., there was night flying by three aircraft. Between 6 and 11 p.m. on 22 May, three aircraft made local flights. During the day Nos Y1, Y2, Y3, Y4, 1, 4, 5, 12, 13, 15 and 26 were identified on aircraft which practiced flying. Between 6 a.m. and 5:30 p.m. on 23 May, there was flying in flight formations at the field. The individual flights were made up of aircraft numbered x - 14 - 21, 8 - 22 - 26, 1 - 6 - 9, and 5 - 3 - 8. (10) From 6 a.m. to 2 p.m. on 24 May, there was flying by jet bombers numbered Y 1, Y2, Y3, Y4, 1, 4, 5, 6, 12, and 26. On 26 May, maintenance work was performed on aircraft during the day. There was night flying by three aircraft between 8:30 p.m. and 2 a.m. From 6 a.m. to noon on 27 May, jet bombers Y1, Y3, Y4, 26, 14

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and 0 practiced flying. There was night flying by three planes from 8:30 p.m. to 5 a.m. From 6 a.m. to 1:30 p.m. on 28 May, jet bombers numbered Y1, Y2, Y3, 0, 12 and 26 practiced flying. There was night flying by three planes from 10 to 11 p.m. Between 6 a.m. and 4 p.m. on 29 May, aircraft Nos Y2, Y3, 0, 12, 14, 12 and 28 were observed flying. There was night flying by three aircraft between 9 and 11 p.m. Thirty-two type 27 and 4 type 30 jet bombers in addition to 1 L-2 were observed parked in the installation.

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17. Between 7 and 11 a.m. on 20 May, type 30 planes No Y1, Y2 and Y3 and from 2:30 to 5:30 p.m. 3 type 30 and 4 type 27 planes were observed flying. On 21 May, flying began at 6:50 a.m. Type 30 planes No Y1, Y2 and Y3 practiced take-offs and landings. At 8:45 a.m., type 27 jet bombers No 3, 1, 4, 5, 6, 7, 14 and 9 took off in succession, assembled in a formation and then headed west. The formation landed again at 9:30 a.m. Type 30 planes No Y1, Y2, and Y3 and type 27 planes Nos 18, 22 and 23 continued to make local flights. Between 11:10 a.m. and 4:30 p.m. on 23 May, type 27 jet bombers Nos 3, 5, 7, 14, 18, 19, 21, 22, 26, 27, 30 and 31 were observed flying. A biplane marked with the white No 8 took off at 3 p.m. Its landing was not observed. From 5:10 to 9:30 a.m. on 24 May, there was flying by jet bombers Nos 4, 7, 14, 19, 31, 26, Y1, Y2 and Y3. Flying continued after source left the field. There was night flying on 19 and 20 May. No flying was observed between 1 and 10:10 p.m. on 26 May. Between 6:15 a.m. and 5 p.m. on 27 May, jet bombers Nos Y1, Y3, 3, 5, and 22 practiced take-offs and landings. Between 2 and 11:50 a.m. and from 3:10 to 3:45 p.m. jet bombers Nos 2, 3, 5, 14, 16, 18, 26, Y1 and Y3 were observed flying. There was night flying on 26 and 27 May. Twelve 37-mm AA guns arrived at the field on 19 May. (7)

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Comments.

- (1) The information that Soviet dependents left for the U.S.S.R. with their furniture is received for the first time. The importance of these shipments cannot be determined. It is believed that they involved dependents of Soviet officers who were rotated to the U.S.S.R.
- (2) For pin-point location of this installation, see Map GSGS 4414, Sheet 3348.
- (3) These data agree with previous information furnished by other sources.
- (4) These data confirm and supplement information on flying activities at the field as observed by other sources during the period from 6 through 16 May. See [redacted]. The observations made on the other days mentioned support information furnished by other sources of the present report.
- (5) The dimensions of the boxes indicate that they contained 250 kg bombs.
- (6) It is believed that these soldiers belonged to the army AAA unit, which recently arrived at the field.
- (7) After the arrival of these 12 x 37-mm AA guns at least two 85-mm and two 37-mm AA batteries were stationed at the field. Not all of the AAA emplacements have been identified. One 85-mm battery is located at the southwestern end of the runway while another emplacement appears to be under construction in the northwestern corner of the installation. See paragraph 15 of the present report also.
- (8) This information cannot be checked against data obtained from the central railroad tank car distribution point, Berlin.
- (9) It appears that an AAA emplacement was under construction there.
- (10) The fact that aircraft marked by high numbers fly in formation with those marked by low numbers indicates that bombers of one squadron are not numbered consecutively. The same observations have also been made with ground attack and fighter units. Ground attack aircraft assigned to one and the same squadron appear to have the same color propeller hubs. Similar markings indicating the assignment of aircraft to one and the same squadron have not been observed in bomber and fighter units.

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